Congratulations: Barton & Loguidice Celebrates 50 Years

2011 marks the 50th year of service for Barton & Loguidice, P.C. (B&L), an engineering, environmental science, planning, and landscape architecture firm with offices in Syracuse, Albany, Rochester, Ellenville, Newburgh, Buffalo, and Plattsburgh, New York, and an office in Camp Hill, Pennsylvania.

B&L began by providing sewer services to Central New York. Within a few years the firm expanded service offerings to include bridge and highway design, with additional disciplines following as client needs for those services became apparent. The firm has grown to nearly 200 employees providing a wide spectrum of consulting services including: bridge and highway; transportation planning, construction administration; water, wastewater, solid waste; landscape architecture, land planning and site design; building systems and facilities; municipal planning and grant writing; environmental, brownfields, asset management, and industrial hygiene.

CR 41 over Nine Mile Creek bridge, Onondaga County

Final design of the replacement structure included the precast arch, cast-in-place headwalls, and cast-in-place concrete substructure. An H-pile and lagging wall were designed to protect an adjacent road during construction.

To maintain the aesthetics of the Village setting, the headwalls, pedestals, and wingwall received an architectural treatment. Barton & Loguidice provided design, public participation, and full-time construction inspection.

High Falls Road Extension over the Kaaterskill Creek, Greene County

B&L provided preliminary and final design for this replacement bridge which is a single span structure that utilized nine 30-inch deep, 87-foot long precast, prestressed concrete box beams. The bridge design included the use of colored concrete and form-liners on the bridge abutments, wingwalls, fascias and parapets as an aesthetic treatment to emulate the existing stone work in the vicinity of the project site.

(See “Barton & Loguidice” continued on page 2)
Barton & Loguidice (continued from page 1)

Pinnacle Road over Sauquoit Creek, Oneida County

The original Pinnacle Road bridge was a 14.3 m single-span, multi-girder Jack-arch with a non-composite concrete deck and asphalt wearing surface. The replacement structure includes precast, prestressed adjacent hollow-slab units and a composite concrete slab. The substructure consists of cast-in-place integral concrete abutments on steel H-piles with integral U-walls. Signalized staged construction was used to maintain traffic on Pinnacle Road during construction. B&L provided full preliminary and final design services for the project as well as construction administration and inspection services for this federally funded project.

Over the years B&L has designed many prestressed and/or precast concrete bridge systems across New York State. The firm is involved in high-profile transportation initiatives such as The Syracuse Connective Corridor, bringing green design to City of Syracuse streets with accommodations for bicycles and pedestrians, transit and Intelligent Transportation Design, creative urban gathering spaces, and innovative stormwater management. To contact Barton & Loguidice, visit www.BartonandLoguidice.com or contact Scott Chenet at 315-457-5200. And our thanks to Erin Shannon Bullard, CPSM, for sending in this story.

Unique Precast Foundations

Joe Amoia, A & R Concrete, reports they have a contract with Tully Construction, who is building a storage facility for wrecked and abandoned cars for Queens County, near JFK Airport. They have cast 3100 pieces, 2’ in diameter and 4’ tall, or about 1550 cy of concrete – over 100 loads to be delivered!
Our Praise and Thanks to Lancaster Development

Dom Izzo, of Lancaster Development, has graciously provided an important service to our industry, by voluntarily assembling test sections of precast deck and prestressed beams (using an UHPC material supplied by Vic Perry, LaFarge Cement), in accordance with plans and details created by the NYSDOT and the FHWA, prior to shipment to the FHWA Testing Lab in Virginia. The precast components were cast by Northeast Prestressed Products, Cresona, PA. In appreciation for their help, the PCANY Board of Directors voted to grant Lancaster Development a one-year free membership.

“Here’s an update on the status of the UHPC Composite Connection Testing. The 11 million cycles of fatigue loading were completed a few weeks ago. The static test to failure for the UHPC haunch specimen was completed last week. The static load was applied in the same configuration as was used for the cyclic load testing. The load was incrementally increased until the total applied load was 1000 kips. The results have been very good. The connection being tested surpassed the design requirements (loads, cycles, etc.) by a significant margin. Once we test the conventional haunch specimen, we’ll be able to make a clear determination of how this new detail performs relative to the ‘normal’ design.” This from Benjamin A. Graybeal, Ph.D., P.E., of the FHWA Testing Lab.

There will be more on this new connection detail in a future newsletter.

Delta Engineers, Architects, & Land Surveyors, P.C. Announces Expansion of Precast Concrete Specialty Design Services to Include Prestressed Concrete Bridge Beams

Similar to the services that Delta has been providing to over 100 clients throughout the USA in the utility structures and short-span bridge/culvert market for over 14 years, Delta is now committing the bridge design expertise of its transportation group to meet your project submittal needs by providing the following services related to the prestressed beam industry:

• **Beam Design** – Delta is experienced with current-state-of-the-art software, such as LEAP CONSPAN and PennDOT PSLRFD used for the design of prestressed concrete beams. They are also experienced with both the AASHTO Standard Specifications and LRFD design methodologies used for prestressed beam design, as well as applicable ACI and PCI design manuals. Bridge beam design experience includes single and multi-span design for: voided slabs, adjacent box beams, spread box beams, AASHTO I-beams, Bulb Tee beams, and channel beams.

• **Project Shop Drawings** - Shop Drawings can be prepared in either AutoCAD or MicroStation format, depending on your project requirements. Shop drawings include: production information, handling and transport methods, camber data, prestressing data, reinforcing steel details, reinforcing list, bar bending details, horizontal and vertical dimensioning, embedded items required for construction, as well as any additional miscellaneous information required by the contract documents.

• **Erection Plans** – Erection plans can be provided showing the plan of the work area, erection sequencing, temporary support/falsework requirements, crane capacity and placement requirements, lifting devices, and blocking details. Analysis of the proposed substructures for erection loadings can also be provided if required.

Delta’s long industry experience is your assurance they can provide your company with responsive and cost-effective services to meet your needs. Contact for further information: Ronald Thornton, P.E. – Precast Business Development/Project Manager, at 607-231-6612.
Samaritan Medical Ramp Garage, Watertown, NY

Lakelands Concrete supplied 131 pieces of precast for this project. The exterior finish was a medium acid wash and the interior had a light broom finish. The 8" thick spandrel panels and connections were designed to handle any bumper loads. Our thanks to Carl Ashley, Lakelands Concrete, Lima, NY for sending these photos.